DAILY COMMERCIAL.

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E. H. KINGHAM, - - - - - Editor.

H. D. THOMPSON, Business Manager.

TERMS OF THE DAILY:

[illegible]

LOCAL NOTICES.

Gone Out to Wed.

The place to purchase all Staples, Dress Goods and Notions at the lowest prices, is at the popular store of No. 56, corner Market street and Diamond.

The Union Paper Company

Have a well earned reputation for handsome wrapping paper, envelopes, twine, and all articles in their line. Their goods can be obtained Wm. K. Gray, Agent, No. 20 Fifth street. 2d floor. wf

The Police at Large

Should be so organized as the great benefit accruing therefrom to the people of the country may be fully realized. Attention is called to Hunt's Grand Exposure, printed in the Police Gazette, throughout the United States, which has just been issued, and will be sent anywhere in the country, postage paid, on receipt of twenty-five cents. A limited number of the Gazette containing the Exposure will be issued, and the agents should send in their orders at once. Address Hunting, Hunt & Co., 129 Nassau street, New York. wf

Boots! Boots! Boots!

Call at WILLIAM'S Cheap Boot and Shoe Store, 56 Fifth avenue, and purchase your Boots and Shoes.

Are You Sleepy?

Use WILLIAMS'S Coffee for it will cure Catarrh. Try and believe.

Country Merchants

Save money every day by purchasing their general stock of Groceries at WM. MILLER & CO.'S, corner Wood and Fifth avenue.

The Daily Commercial.

NEWS SUMMARY

BY TELEGRAPH.

Lewis Rice, convicted of murder, will be executed in the Cumberland county jail, Carlisle, tomorrow (this morning) between the hours of 10 and 2 o'clock.

The college building in Adrian, Michigan, was entirely destroyed by fire yesterday morning. Most of the contents were saved. The loss upon the building is $40,000, upon which there is an insurance of $20,000. Upon the contents there is an insurance of $10,000, leaving the net loss $30,000.

A Boston letter of the 27th ult. says: The packets now sail from Cape Ann and Salem to Cuba, and the Yankee is not afraid to offer them to ply under the flag of the Confederate States. Mr. Benjamin, the Secretary of State, is expected to encourage such a movement.

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Senator Sumner and Edward Bates are the recipients of the first copies of the engraving for the series of Mr. Rogers in New York.

Investigations by revenue officers in New York show that wealthy traders of churches or men have used money as part consideration for obtaining appointments as clerks of stores through their favorite brokers. One of the revenue officers estimates that at least $1,000,000 of the custom house is thus invested, which is the source of the enormous wealth of the keeper of a saloon. A regular appointment to the custom house is worth $2,000 a year, and the agents such as are often among the brokers. It is said that a number of distinguished members of the Republican party are holding money to be used in stock speculation.

The revenue cutter Wayanda, from Sitka, arrived at Victoria on January 20th, en route to San Francisco. The steamer Fideo, which left Victoria on the 16th, for Sitka, has not been heard from, and fears are entertained that she has foundered. Serious disasters have occurred in Sitka. An Indian chief murdered another, and opened his grave to get the blanket buried with the corpse. A fray was indulged in by the Indians, and a shot fired into a house, killing a woman and child. Some of the guns, when the shot is considered, a few days afterwards a canoe full of Indians were upset in the bay, and all were drowned. Very little game was seen by the officers of the cutter, hunting and shooting proved.

The ship Duke of Edinburg proceeding to sea from San Francisco, on Monday, collided with the United States steamer General McPherson. The steamer was extensively and the ship slightly damaged. Captain Kenniston, of the United States steamer, and the captain of the steamer were injured.

Governor Marshall, of Minnesota, on Saturday called the attention of the Legislature to the unpaid debt of the State imposed by loaning the credit to railroads. He recommends appropriating all the assets of the territorial government to the use of the State.

The "Secrets" organizations of Chicago are having a lively quarrel. Both intend holding a Woman Suffrage Convention on the 11th and 12th of February, and as there is room for but one, it is also expected to address both conventions at the same time.

Winslow, the supposed murderer of Dr. Burdett, was arraigned for a priest, and was expected to make a confession.

The Senate Postal Committee, it is reported, have concluded that the postal telegraph is impracticable.

Fifteen lives were lost yesterday by the fleet at Bethel, Conn. Eleven bodies have been found and four persons are missing. Those men were standing on one of the bridges when it gave way, precipitating them into the water. Before they could reach the shore, the bridge upon which they were standing was carried away, and they were left struggling and crying terrified at the flood, was rendered by a temporary bridge, but the number of lives lost while it was surrounded with water and ice is unknown.

The shoemakers of Chicago are on a strike. It is reported that a large number of factories work four and one day, for which the shoemakers demanded and were refused five dollars a day. The effect is the closing of the majority of the factories, with a capital of $100,000 in hundred dollar shares.

The Common Council of Chicago have adopted the Park and Boulevard bill, and urged the Legislature to pass it. The Board of Trustees of Calumet Village, a suburb of that city, through which the proposed Boulevard will pass, have also petitioned the Legislature, and are urging its passage by the Legislature.

It is stated that almost universally the individual sentiment of Congress is opposed to the unconstitutional action of the Alabama treaty in the form in which it was made, and there can be no doubt that this feeling will find legislative expression when the time comes, and that there will be a non-concurrence in the action of the Senate. The English commissioners to our domestic affairs have been treated with the utmost courtesy, but it was not a mere question of politeness only for a few days thereof, but a question of the most vital importance, not only to the early survival existence of the Republic, but to the peace of the world, as regarded as such. It is generally felt that the Alabama treaty has been considered in the spirit of conciliation, and that the Senate will meet more in the settlement of the Alabama business on the same principles.

Edward Francis, alias Gus. Shaw, alias Stephen Boyle, who was arrested while about to consummate a swindling game at the store of S. P. Squier, No. 102 Bowery, New York, has been identified as the murderer of Sheriff Crosby, of Cazenovia, Wisc., who was shot in front of his house by two masked and well armed men, named Hugh Burrows.

The New Jersey Senate has confirmed W. Scudder and Samuel Van Schoick as Judges of the Supreme Court.

Wm. Nye, second steward of the steamer W. A. Caldwell, was shot through the head and instantly killed yesterday morning, by Arthur Fenwick, second engineer of the steamer. The difficulty grew out of their mutual attentions to the same female. Coroner Hill empanelled a jury, who rendered a verdict of justifiable homicide, and the latter was discharged.

A train from Hudson, left, Memphis to Sunday, a large number of refugees from Chittenden county, fleeing from a party of negroes who had organized themselves as militia. They hung a planter and several negroes on Saturday, and committed every species of outrage.

The Memphis Avalanche of the 28th says: A gin containing 300 bales of cotton, and a large quantity of property was destroyed in the Legislature yesterday, and a number of others narrowly escaped. The conflagration originated from the sparks of a locomotive passing the premises.

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VOL. VI. PITTSBURGH, WEDNESDAY MORNING, FEBRUARY 3, 1869. NO. 121.

The Pittsburgh Commercial.

HARRISBURG.

Allegheny County Bills Passed Finally.

The Wagner Divorce Case Bills Passed Finally in the House—Supplement to the Pittsburgh Councilmen of Four Objected of the Calvadar—Editors' Convention Bill Paying Allegheny County Agricultural Society Damages Objected off Calvadar—Bills Passed Finally to Insane State Libraries.

Special Dispatch to the Commercial.

HARRISBURG, PA., February 2, 1869.

HOUSE OF REPRESENTATIVES.

Divorce.

Mr. Wilson introduced a bill divorcing William Wright and his wife Lavinia, of Pittsburgh.

Bills Passed Finally.

Supplement to State road from Lewistown to Granville, Mifflin county.

Empowering the common Pleas of Venango to open judgment against W. A. Hall, late collector in Cornplanter township.

Incorporating Pittsburgh, Allegheny, to borrow money and levy a tax.

Changing time of holding elections in Warren county to the day of the general election.

Securing farmers and mannpacturing claims in the country against fraud in the sale of patent rights.

Preventing the destruction of oil-producing wells by water from non-producing or unfinished wells in Venango. Passed to second reading.

Objected off the Calendar.

Mr. Bong, of Philadelphia, objected off the calendar the supplement authorizing the Commissioners of the Peer of Pittsburgh to increase the sensitive of their insurance.

The Editors' Convention.

On motion of Mr. Brown, of Clarion, the use of the House was granted to the Pennsylvania editorial convention this afternoon.

On motion of Mr. Cormnan, of Cumberland, the members of the editorial convention were invited to seats in the floor of the House.

SENATE.

The Senate met this afternoon, Speaker Worthington being absent, Mr. Lemitt presided.

Mr. White objected off the calendar the bill paying damages awarded to the Allegheny County Agricultural Society, under act April 20th, 1865.

Bills Passed Finally.

Consolidating the wards of Pittsburgh for educational purposes.

Relating to public roads in Penn township, Allegheny county.

Exempting the Venango road laws in Forest county.

Relative to public roads in Penn township, Allegheny county.

Changing the name of the Pittsburgh Air and Rail Manufacturing Company to the Indian Rhodes Air Company, and reducing the capital to two hundred and fifty thousand dollars.

Supplement authorizing the Fifth ward School Directors of Allegheny City to borrow an additional thirty thousand dollars.

Supplement concerning streets and sewers in Pittsburgh, which authorizes the vacation of useless streets.

Supplement for Ewalt street bridge, which extends the time for completion two years, and authorizing a further loan of thirty thousand dollars.

Increasing the pay of Commissioners, Auditors, Jurors, Supervisors and Assessors in Fayette county.

Authorizing burdens additional collector public in Allegheny county.

Changing the time of commencement of the term of sheriff in Allegheny county to the first Monday in January.

Authorizing the First Reformed Presbyterian church, Allegheny, to remove the bodies from the burying ground affected by the building and sell the property.

Incorporating the capital of the Allegheny Gas Company to $750,000.

Authorizing the Jones Farm, Allegheny county, to make another landing.

Authorizing the Cavalry Seminary to borrow money.

Repealing the second section of the act of 1868, relative to election precincts in Allegheny county.

State Education.

A communication was received from the Governor announcing Wilson Farney for State Librarian for the next three years.

State Institutions.

Mr. Gunnison—Relative to municipal fines in Allegheny city, relative to certain ordinances in Allegheny; authoring East Birmingham to grade streets, &c., and collect the costs thereof; authorizing East Birmingham to compel its wagons to pass from municipal intersection, and every year for maintaining a fire department; authorizing Bellevue borough to levy an extra tax and prohibit the sale of liquor; incorporating the Anderson Mining Company; authorizing the issue by E. H. S. Thompson, of Allegheny, to Thomas B. Hamilton, April 5th, 1869.

[illegible] BOARDS BY TELEGRAPH.

Latest Chicago Bucket.

CHICAGO, January 2, 1869.

In the afternoon session of the Board a [illegible] was made by a Board to [illegible] and [illegible] to the [illegible] and [illegible] to [illegible] and [illegible] to [illegible] and [illegible] to

The Daily Commercial.

THIS SUNDAY, FEBRUARY 7, 1869.

Meeting of Republican State Central Committee.

HARRISBURG, January 29, 1869.

The Union Republican State Central Committee will meet at Harrisburg, on Thursday, the fourth day of February next, at 2 o'clock, P. M., for the purpose of fixing the time and place for holding the next State convention, and for the transaction of any other appropriate business.

A full attendance is earnestly desired.

GEORGE A. GROW,
Chairman of Committee.

THOS. W. HAMMETT, } Secretaries.
J. B. MCELROY, }

SOME PLEASANT WORDS.

In a brief paragraph the office day, we said, what nearly everybody knows, that the Commercial not only had the most extensive circulation of any paper here, but that its readers were our readers—people of substance," whereby a hint was conveyed to advertisers, that in any one can we, numerous elevated dealers are acting on. We must say we are receiving letters showing the estimation in which the Commercial is held by its readers, the following extracts from a few of which being but samples of many from which we could quote:

[illegible] January 7, 1869.

[illegible] We have taken most of the Philadelphia papers, but they fall very far short in amount of special telegraphic advices, and also in quality and accuracy of market reports. For your size and getting more for the money of commercial matter than any paper we have taken. [illegible]

[illegible] Va., January 9, 1869.

[illegible] I take your paper because it is the best paper that comes to this office, and the most reliable authority in all matters of commercial interest. [illegible]

[illegible], December 31, 1868.

[illegible] We believe your paper gives the most correct of market reports.

[illegible], January 2, 1869.

[illegible] We have found your paper to be very reliable, and the most complete of any we have taken. [illegible]

[illegible], January 2, 1869.

[illegible] We cannot do without the Commercial. Wednesday's issue is better than one year's subscription. [illegible]

[illegible], January 2, 1869.

[illegible] I have found the Commercial the most reliable paper for general and commercial matters and business reading. [illegible]

The public will at once understand how agreeable are the relations existing between the Commercial and its readers. To us the assurance that we have labored to some purpose, in all that we could desire. Although among the youngest, the Commercial has an established character among the leading papers of the country, and is recognized for its value and influence in quarters where to possess influence is something to strive for and be proud of. We need not say to the newspaper world that success in establishing papers on a solid basis is exceptional, and only by incessant and protracted toil. The words of approval and encouragement quoted above, and to which we could add many more from discriminating sources, would if anything could take into forget the labors of the past, while they will inspire us to the execution of plans for winning greater success in the future.

THE fact that Gen. GRANT has called on Commissioner ROLLINS for a list of revenue swindlers, is regarded as good ground for the presumption that he "means business," and the very business that should be attended to first. The fact is also an intimation that any possess a peculiar interest for a class that need not be more fully described.

THE New York *Times* throws out the idea that there is reason to suspect that Gen. GRANT is going to "set up for himself," and that this is the secret of the secrecy about the Cabinet. Such an intimation does great injustice to Gen. GRANT, and as far as it has any effect, will produce needless concern. Gen. GRANT never violates any pledge; and he has made one which should be enough to shield him from suspicion. In accepting the Chicago nomination he said he accepted also the Chicago declaration of principles. More he could not have said. With ordinary men, perhaps, words like those would have meant little, but with General GRANT they mean everything. His Cabinet will be in harmony with the pledge herein conveyed to the Republican party and the country, and that should be enough. When Gen. GRANT set out to smash the rebellion by marching squarely against Lee, he kept his plan to himself, and great was the howl thereat. He would not tell anybody how he was going to do it, but he was going to smash the rebellion. The parallel of the spring of 1864 and 1869, will suggest itself to most of minds.

A PAID FIRE DEPARTMENT.

We occur in this subject to note some additional reasons why the Councils should adopt the change proposed by the Commission. In the first place, the opportunity for making a change so radical is very favorable, and may not occur again for years. The more influential firemen are in favor of the movement, and but little opposition will be manifested in any quarter. When the Councils of Allegheny made the change from the volunteer to the paid system, it was effected after a long struggle, and much very great dissatisfaction. Yet, even with the disadvantage of general opposition, the new plan worked admirably, and the corporation would not now entertain for a single moment a proposition to reestablish the volunteer system. We can make the change without provoking the hostility of any class, and it is the part of wisdom to accept an opportunity so favorable. There was a time in the history of our city when such a proposition could not have been made without causing all parties concerned in it to be hurled from official position and shorn of all political influence. The firemen, as a class, have vastly improved within the past few years, and are not likely to retrograde; but what has been once may be again, and as favorable an opportunity for effecting a reform should not be suffered to pass unimproved.

We have spoken of the political influence of the volunteer system—of which does not know and acknowledge that that influence has often been exerted for evil, and is at all times liable to exert? Office-seekers, place hunters, manipulators of nominating conventions, and political hucksters of all kinds, have systematically sought to use the firemen whenever their votes were required, and those who professed to control the votes of this and that company generally managed to "make it pay," politically or pecuniarily. Were have been placed in Councils by the votes of a single company, while others have been kept out by the same votes—and for the accomplishment of some purpose, or the furtherance of some project, in the interest of that company. We do not charge that this influence has always been exerted for evil, because we know that it has not. We assert what is a fact, however, known to every well informed citizen, that it has been oftentimes grossly abused and corrupted, and is still liable to be, brought into mischievous play through undue solicitation. It has given some men all the political prominence they ever attained, and these will still cling to the volunteer system as "the best," not knowing what use they may have for it in the future. Those, however, who sincerely desire to reform all abuses, and remove every temptation to evil in the exercise of the suffrage will give this measure their hearty support. Under the paid system, political intrigue is at an end, and those who have no other means to step into power, will have to give place to more meritorious men.

The social evils attendant upon the volunteer system are merely alluded to in the report of the Commission, while they might have been greatly elaborated. A more reference, however, is sufficient for thinking men, and will enable them to judge, from the standpoint of personal observation, whether there is not great force in this argument. This branch of the subject is dark and unpleasing, and we shall not enter upon it.

As a mere question of city legislation, there are arguments enough advanced by the Commission to demand the transition from the volunteer to the paid system. At present every company is in a measure independent of every other company, and none is fully under control of the city. It is simply impossible to locate or work the several engines to the best advantage, and there is not that discipline which is necessary to afford the largest measure of protection to property. The citizens of a certain ward subscribe for the purchase of an apparatus, which is located in their neighborhood, and placed under the command of young men residing in the same locality. The company is called, year after year, peaceably and otherwise, and it becomes a local institution. One might as well talk of removing Coal Hill as of locating that engine, no matter if the salvation of the entire city depended thereon. Under the paid system, all local pride, jealousy and disfranchisement cease, and the city assumes unlimited control. Again, the matter of discipline is almost as important as that of control. A single illustration will suffice on this point. Not long ago a fire occurred containing a quantity of cotton located near the Fair Ground, caught fire, and no less than six steamers were present playing upon that shed, while a single large stream would have sufficed. Had a fire occurred down town at that moment in one of our large houses, a serious conflagration might have resulted. The engines threw so the shed because they liked the sport, or because there was nothing to prevent them, but not because it was necessary. This, and many similar scenes of waste and energies of the department, will be prevented by proper discipline, and such risks to property avoided. In a word, the more carefully the whole question is studied the more fully convinced are we of the correctness of the views of the Commission, and the duty of Councils to adopt them.

A FEMALE PEAK.

It is hoped it is not too much to believe that Congress will yet agree sufficient time to the national subsidy bills to give a sense to the friends of close attention. We are not of the class who value a thing in proportion to its cost. We prefer rather to be classed with those who make the most of small favors. When nature provides so much, we would not ignore her claims upon our gratitude. A few millions expended for the improvement of our rivers at the present time would prove more profitable than many times the amount on railways. There is scarcely a navigable stream in the country that is not interlaced with more or less by railway bridges. When the right of way has been once secured, nothing is more common than to find subways allowing a valley practically and designedly injurious to navigation. In numerous instances that we could mention, the needless obstructions created in great watercourses by the schemes of railway managers, do not advance their own interests a tithe of the amount they injure the interests of others. In many instances an intention hostile to navigation is openly avowed.

To tunnel through mountains, link great valleys, bridge great water courses, and bring the ocean, so to speak, within a few days journey of each other, are achievements that no wise man or one who has the welfare of the future glory of the nation at heart, would wish to lessen. Every mile of new road laid, every new prairie crossed, is simply additional evidence of our progress in developing the resources of the country. The locomotive, as it passes from valley to valley beneath the mountains, crossing rivers, skirting lakes, bisecting plains, may be compared to the shuttle in the weaver's hand, adding with every movement back and forth, a fresh woof to the web of progress. Let the shuttle fly free of obstruction. We do not desire to see a single web broken. We object to neither bridges, tunnels nor routes. We cannot have too many of them. At the same time let us not neglect the facilities for trade provided by nature.

There is a steadily increasing disposition to disparage nature, to ignore her claims, to conceal and destroy the most obvious advantages she holds out to us. What is more common at this day than to find a railway and a river in the same valley? The locomotive darts ahead of the steamboat, passes and repasses, and every fresh crossing is an additional obstruction. On the Mississippi, the Missouri, the Ohio, the Susquehanna, the Hudson—every considerable water course in the country, the rock hid for the locomotive obstructs navigation needlessly. In some instances the more are to all intents and purposes tunnel by railway bridges. In the Upper Mississippi, at Rock Island, with the guns or direction of the current and all the minor considerations attendant thereon, are subjected to extraordinary risks. The same causes operate against steamboats on the Tennessee. Quite thin, there is a span at Steubenville about two hundred and twenty feet in the clear, and one of the piers is placed so as to interfere with floating craft. Nearer at home we have a net work of bridges between Pittsburgh and Allegheny, the terror of everything that floats, and frequently in collision with the calculations of the most experienced steamboat pilots. These evils are apparent to every one who will take the trouble to examine the matter.

Let us look at the result of this neglect of the facilities afforded by nature, taking the valley of the Ohio for an example. One of Pittsburgh's greatest resources is her coal. It is not unusual for the coal merchants of our city to ship two and three million bushels at a single shipment. Fleets of barges, four abreast, sometimes more, seldom less are towed down to the lower markets of the Ohio and Mississippi by steamers. It not unfrequently happens that in spite of the utmost exertions of those having charge of them, numbers of these barges are wrecked upon the bridge piers. This has become so frequent of late that the piers occasion more concern than all the rest of the perils of navigation. Thus the bottom of the Ohio may be said to be covered with coal as the vault of works in former years fleets of coalboats were battened together and floated down. That day has passed, however. The coal interest of Pittsburgh has suffered immense loses within the last few years solely on account of the additional obstructions placed in the channel by the building of bridges. Other interests have suffered in proportion to the amount of traffic involved. The lumber interest of the Allegheny has suffered extraordinary losses from the same cause.

This history may be said to be the history of all the large rivers in the country. We understand that a number of Western steamboatmen, and others interested in river navigation, are at Washington looking after the interests of unobstructed navigation. We hope their plea will attract the attention of Congress, and that not only will the construction of short spans be prohibited, but the present spans made for the construction of long spans in such a manner as not to interfere with navigable channels. Not only the width of the spans should be taken into consideration, but their location, otherwise legislation on this matter will fall short of its first and most important object.

England and the Treaty.

The leading London journals are preparing the public for the rejection of the Alabama treaty by the United States Senate. The *Times*, a not elaborate article, pinces particular emphasis upon the conclusion of the English Commissioners that the differences that divide the two nations. After giving the opinion of the Convention, and enhancing the declaration that Mr. Seward secured successive at various times, the *Times* adds:

"If there is any one principle that, on entering upon it will commit us to indefinite acceptance of the opinions of the United States Government, and only to one subsequent acquiescence, and which would make it impossible for us to go on in further opinion will we are confident, acknowledge that the principle is one which we cannot admit. We are not openly confident that under some future circumstances we may not be willing to refer the question of the construction of the convention to the decision of a friendly power."

Doubtless many of our readers will rub their eyes and pause the silence extend a second or a third time before they will be satisfied that they correctly read the above extract. They will be reminded of the "thunderer" characterized everything in the form of concession as "pusillanimous cowardice," as "an unbecoming sign of weakness." In those days "determination" were made of every possible thing but concession, or a readiness to admit the claims of justice. England with the "responsibilities" of a "high spirited people." It is evident that John Bull views the Alabama claims through quite different spectacles, and that he is disposed to listen calmly to a sermon on the "uses of adversity."

United States and Cuba.

The presence of the accredited agent of the Cuban revolution at Washington is the subject of frequent comment. Everal news from the island is highly favorable to his mission. It is asserted that the feeling at Washington that Spain should be neutrality, at least, on the part of our government, is daily growing stronger. Everything favors a people struggling to escape the yoke of European domination. This feeling is heightened by the recognition of the power that Spain has refused to cede Cuba to the United States on any terms. The agent of the Cubans presents a strong plea. With the recognition of the United States the Cubans will acquire a moral aid sufficient to secure their object. At the same time, the United States cannot in that case be taxed by the Spanish Government as a base for fitting out expeditions or furnishing supplies. The revolutionists have now been fighting four months. They have been gaining ground steadily. Already one-half of the island is in their possession. Time for they have displayed extraordinary energy and military movements. The since question has been handled adroitly. They have an army of 40,000 men, half of whom are well armed, the remainder have been supplied to be ready upon their own will in fighting weapons. All these things are favorable to the revolutionists. Already they have the sympathy of the mass of the American people in their struggle. In addition to all these arguments, there is a weightier argument in the fact that Cuba has been paying annually to the Crown of Spain for a period unknown to the "oldest inhabitant." It cannot not be surprised there-fore, if, in addition to the public sentiment manifested them, the Cubans will soon secure the recognition of the government.

The United States and St. Domingo.

The proposition to annex St. Domingo, which are annual, is based upon conditions far more than a mere lusting. The change of sentiment during the past week on the subject of establishing a protectorate over the Island Republic in the West Indies, will be regarded as extraordinary, considering the opposition manifested more than the recognition necessary to secure a vote, when it was promptly buried. Now we have the question agreed upon by Judge ORTH, of Indiana. Judge ORTH introduced a resolution providing for the annexation of St. Domingo, which was laid upon the table by a vote of one hundred and ten to seventy-two. Simply Judge ORTH's resolution was simply the preliminary step to admitting St. Domingo as a new State, in conformity to the Constitution of the United States, with the approval of Congress. The people of St. Domingo have expressed themselves favorable to the project, and it is asserted that upon the disposal of Judge ORTH's resolution hinges the future of the West India Republic. It is believed that there are many excellent authority for saying that the question of this time is and "whether we shall buy them or protect them, but whether we will take them for nothing." Judge ORTH expresses the belief that he will experience no difficulty in securing the passage of his resolution when the question comes up again.

A commissioner writing from Texas, says: "I am firmly of the opinion that the moral condition of Texas is no worse than it has been for years past. The difference exists in the form that the frontier have taken, they being scattered a portion of the settled parts of the country they were gathered. In each of the towns which I have visited I have found an unusually large number of persons of intelligence and refinement, and all churches, whether located at stations or towns, are in a flourishing condition of real or personal property. Taxes are light, and the means of the people are abundant. Crops have been unusually good, and the prices obtained for cotton, corn, and other products of the country have been remunerative. The future prospects of Texas are bright, and every person who has the means of the largest or who has energy and industry, will be successful. Again, the matter of discipline is almost as important as that of control. A single illustration will suffice on this point. Not long ago a shed containing a quantity of cotton located near the Fair Ground, caught fire, and no less than six steamers were present playing upon that shed, while a single large stream would have sufficed. Had a fire occurred down town at that moment in one of our large houses, a serious conflagration might have resulted. The engines threw so the shed because they liked the sport, or because there was nothing to prevent them, but not because it was necessary. This, and many similar scenes of waste and energies of the department, will be prevented by proper discipline, and such risks to property avoided. In a word, the more carefully the whole question is studied the more fully convinced are we of the correctness of the views of the Commission, and the duty of Councils to adopt them.

RAILWAY MATTERS.

The Winslow Colliery and Erie Roads

New Projects and Consolidations —Miscellaneous Items.

To the Editor of the Pittsburgh Commercial:

I wrote last week that negotiations were pending between the Winslow Colliery and New York and Erie Railroad Companies for the control of the former, but since there is very little known about the advantages which would accrue to the Erie I will explain. By drawing a direct line from New York to Pittsburgh you will strike Munch Chunk, Catawissa, Milton and Brookville in this State, and passing through Warren, Ohio; Meadville, Illinois, and Rock Island, Iowa. The New Jersey Central and Catawissa Roads carry you to Milton, and the Atlantic and Great Western, Cleveland and Toledo, and Indiana Air Line to Chicago, leaving that space between Milton and the Atlantic and Great Western Railroad to be filled up, which the Winslow Colliery charter proposes to do, and which Pittsburgh, through the Allegheny Valley and Pittsburgh, Fort Wayne and Chicago Railroads have done long ago. This route, with a trunk-mouse grade of twenty-six feet, and some eighty miles shorter than the New York and Erie, passing as it does through a country covered with boundless forests of pine and other valuable timber, and containing immense beds of coal and iron ore, is one worth contending for, and the Pittsburgh and Chicago roads, which have between the Pacific and Atlantic, they should Pittsburgh let it slip now, will forever be deprived of the great trade it may yet secure by getting control of that charter and directing such business to it. The Pittsburgh, Fort Wayne and Chicago, the Allegheny Valley Railroad, and via the Pittsburgh, Fort Wayne and Chicago to Chicago.

A.

To the Editor of the Pittsburgh Commercial:

Will your correspondent, "S. W.," who writes from Lock Haven, be pleased to favor your readers with a more detailed statement as to the opportunities by which the Allegheny Valley Railroad may make a connection so as to be a competing route to Philadelphia and New York? A communication certainly most interesting to the whole people of this city, and interest in Pittsburgh, but especially to those in which as it seems to me, very few of our business men have any knowledge of the route which is designed to be followed by every one having any business to transact between Pittsburgh and the East. Will your correspondent please state what arrangements can be made with the Northern Central Railroad for the use of their track from Harrisburg to Baltimore, and what arrangements can be made with the Pennsylvania Railroad for the use of their track from Harrisburg to Philadelphia, and what charges will be made by each, and if it is there is no road to the string at that point?

A railroad meeting was held at Adrian, Michigan, on Monday evening, 25th instant, at which Fort Wayne, Jackson and Saginaw Railroad, and a few Ohio towns, were represented by delegates, the object of which was to consider the propriety of constructing a railroad from Adrian to Toledo, to connect with the Wabash Railroad at that point. A committee was appointed to report what arrangements can be made with the Michigan Southern Railroad, and the one of those from Detroit to Toledo. The Adrian *Expositor* says: "The project is a feasible one, and if carried out will be of great benefit to the city of Adrian, and to the whole country through which the road will run, and the meeting should be largely attended."

The following officers of the Mifflin and Center County Railroad were elected on the 19th instant: President, Samuel Mackey; Directors, Robert Fleming, Edward Bedford, Henry Foster, James Kerr, Jr., Francis Fleming, Samuel Mackey, William H. Lowrie, Samuel Mason, John W. Patterson, Jr., Thomas Bedford, Jr., and Dr. A. McKeesport Secretary, S. T. Theophilus; Treasurer, E. M. Kinkead.

The following officers of the Ebensburg and Cresson Railroad were elected on the 19th instant: President, Samuel Mackey; Directors, Robert Fleming, Edward Bedford, Henry Foster, James Kerr, Jr., Francis Fleming, Samuel Mackey, William H. Lowrie, Samuel Mason, John W. Patterson, Jr., Thomas Bedford, Jr., and Dr. A. McKeesport Secretary, S. T. Theophilus; Treasurer, E. M. Kinkead.

The Washington *Reporter* of this week says: "We are gratified to learn that the subscriptions to the Chartiers Railroad are progressing rapidly, the new subscription books. With very few exceptions the citizens of Washington have agreed to the terms of payment proposed, and to subscribe to the amount of their respective ratables. The books will be opened on Saturday last, and will be closed on the 1st day of March next, when it is confidently expected the road will be under contract. The road is to run from the Pittsburgh and Cincinnati Railroad, at Canonsburg, to the Ohio river, and with the right of way secured, the Chartiers Railroad will be a most advantageous one for the transportation of coal to the Ohio river, and from the terminus at the Lackawanna and Western Railroad to any other railroad in the Wyoming Valley. The cost of the road is not exceeding the amount of capital stock, as it is graded for a double track, and has a number of curves, which, in some instances will be straightened. The road will be built by contract, and the contractors are required to receive the stock of the company in payment for their work. The road is estimated to be finished in two years."

The Cincinnati *Commercial* says: "Negotiations are another extensive railroad consolidation are on foot. The Pennsylvania Railroad Company having reached this point by its control of the Wilmington and Zanesville Road, and having an unbroken line eastward to Harrisburg and other points, it is said now to be in the field for the ownership, or at least management of the Indianapolis and Cincinnati Railroad. This is found to be practicable, and a short arrangement which contemplated the construction of a road from Morrow to Hamilton, and thence over the Junction road to Indianapolis. There was supposed until very recently, to be such a hitch in the Pittsburgh, Fort Wayne and Chicago road, and the Indianapolis and Cincinnati road, that the latter would be forced to make a great arterial line to the Mississippi river, but it is possible that the rivets of that road have at last been driven, and the long supposed possibility of the control of the Ohio and Mississippi road is supposed to be at hand. The Pennsylvania Company has long been the backbone of the Indianapolis and Cincinnati road, and it is said that the Pittsburgh, Fort Wayne and Chicago Company, as though the weakest link in the chain, and the Company had suddenly acquired into the Pennsylvania Company, which is a weakness, and some measure to Indianapolis by a road from Richmond, Dayton and Hamilton, but if it is, there is no end to the string at that point."

The following officers of the Franklin and Clearfield Railroad were elected on the 19th instant: President, Samuel Mackey; Directors, Robert Fleming, Edward Bedford, Henry Foster, James Kerr, Jr., Francis Fleming, Samuel Mackey, William H. Lowrie, Samuel Mason, John W. Patterson, Jr., Thomas Bedford, Jr., and Dr. A. McKeesport Secretary, S. T. Theophilus; Treasurer, E. M. Kinkead.

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The Pittsburgh, Cincinnati and Chicago Railroad which diverges from the Reading at Fearing's bridge and is finished to Shippack, a distance of some eight of ten miles, has earned $4,000 for the last three months. It is proposed to continue this road so as to make a connection with the Lehigh coal regions and the city of New York.

The Chattanooga *Gazette* says: As things now look, the Great Central Trunk line from the Atlantic seaboard to the West will be by the Cumberland route. Following the Pan Handle to Dresden, and thence to Zanesville, it will penetrate a rich mineral district and pass through the heart of the Ohio coal fields. Parkersburg and Marietta will be reached, and the line will then pass through a country abounding in rich agricultural districts, and striking large returns from the traffic of the Kanawha Valley, which has developed a powerful local trade. Following the through business to the sea-board, turning to account and valuable advantages of adjacent lines, the Central Trunk line will be completed, and vitalizing, at least, the sections of country through which it passes. Then the results now about to be accomplished. That the new line will defy competition is evident on the face of the matter. It will be the shortest line between the West and the Atlantic, and the traffic of the new line, for freight at least, must be diverted.

STATE NEWS.

Mr. C. C. Donohoe, of Titusville, who was so sadly injured by the railroad accident at Port Jervis, nearly a year ago, by which he lost all the New York and Erie Railroad Company, laying his damages at $100,000. He has since brought them to thousand dollars by the company for settlement.

Governor Geary has reappointed Charles M. Hughes a notary public for Washington county.

Joseph McKnight, Esq., the oldest Mason in the United States, died at the residence of his son, Hon. P. McKnight, in Erie, on Wednesday last, in the ninety-fourth year of his age. Mr. McKnight was born in Massachusetts, but early in the last century moved to Pittsburgh, in which State he passed the prime of his life was spent—removing to Erie about forty years ago. His mind was clear and bright to the last, and his recollections of the past were exceedingly vivid. His wife died some years ago. He was a member of the Whig rebellion, in 1794, and had all the freshness of a narrative of yesterday.

Mr. Packer is said to be worth $20,000,000, and A. Pardee, of Hazleton, $25,000,000.

The proposition to increase the State tax on coal companies is denounced as a "pincher" game by the Scranton *Republican*.

Dr. Dodge, an itinerant physician, was run over and instantly killed by a train on the Pennsylvania Railroad at Perrysville, Juniata county, on Friday night.

A paper mill in which was manufactured paper used by Benjamin Franklin in his office, is still in operation in Delaware county, Pa. It is called the Joy Mill, and was erected as long ago as 1772.

Citizens of the upper part of Columbia county are circulating petitions in favor of a new county.

Davis H. Messinger, recently postmaster at Pottstown, has been held in $2,500 for alleged defalcation in his accounts.

Mr. J. D. Wallace, of Columbia county, claims $15,000 damages from the State on account of the removal of the bridges by orphans court to Pennsylvania, to make investigations as to the workings of our mines. He is now in Washington, and expected the governor to-day.

The old Moravian mill in Bethlehem was burned down on the 27th ult. It was built in 1741 by Luckenbach & Son, and has continued in possession of the family ever since. It was one of the oldest buildings in the State. The Christian Christiansen, who was placed in charge of it under Count Zinzendorf. He was a native of Copenhagen, and the property was for years in Bethlehem—the first works of the kind in the State.

The Pottstown Railroad which diverges from the Reading at Fearing's bridge and is finished to Shippack, a distance of some eight of ten miles, has earned $4,000 for the last three months. It is proposed to continue this road so as to make a connection with the Lehigh coal regions and the city of New York.

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LEGISLATIVE EXTRAVAGANCE

The Useless Increase of Officers—The House Superannumeraries—Opinions of the Republican Press.

The Beaver *Argus* quotes the seventh plank of the National Republican platform, relative to economy, and says: "Let, in the face of this resolution, and in utter disregard of the pledges made to the people last fall, our Republican legislators—at Harrisburg—have started out on, and are still pursuing, a course of extravagance unparalleled in the whole history of our party. They have deliberately rejected a proposition to do their bidding and passing which, if accepted, would have saved the State $40,000 or $50,000; they have purchased books for their private libraries with the people's funds; and they have employed an additional force of seventy-seven persons for whom, it would, there is little or no labor to perform. The Republican press of the State has remonstrated against all these acts. The people have written to their representatives, on the same subjects, and begged them for mercies sake and redress their privileges. But, no; they listen to no protests, they heed no warnings, but rush on as if they meant to insult and defy the people, as well as injure them. Having, therefore, strayed away from the principles of the Republican party, and violated the pledges made to the people, it becomes an interesting question to know how public confidence can be restored. We desire to make of these members when they ask a renomination at the hands of the party to which they have disgraced."

The Washington *Reporter* says: "We are sorry to see that some of the members of our Legislature are not only disposed to give little heed to the remonstrances of the people against the passage of bills for the benefit of individuals, but actually treat the demand for economy, which has come up from all parts of the Commonwealth, with downright contempt. This policy may afford us for the time, but they will have an account to settle with their constituents, the great mass of whom are honest, and fully capable of taking care of their own interests in the management of our public affairs. We are aware that it is denied that the passing and signing of the seven-dollar bill, and the fact that $2,222.10 was paid to a certain set of officers for "keeping on," including posters and "Mr. Wheeler," had anything to do with the passage of the extra pay, but the fact remains that the extravagance will be rebuked by the Republican party, and that he will not sign any appropriation bill containing a provision for the payment of the

JAS. T. BRADY & Co.

Cor. Fourth and Wood Streets,

BANKERS,

BUY AND SELL ALL KINDS OF

GOVERNMENT SECURITIES

GOLD, SILVER AND COUPONS,

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Interest Allowed on Deposits.

Orders Executed for the Purchase and Sale of STOCKS, BONDS and GOLD.

JAS. T. BRADY & CO.

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Ira B. M'Vay & Co.

Cor. Fourth and Smithfield Sts.

DEALERS IN ALL

Government Securities.

We will receive applications for Policies of Life Insurance in the

New National Life Insurance Co.

OF THE UNITED STATES.

Full information given at our office.

FOR SALE.

Allegheny City Park Improvement

7 PER CENT BONDS, AT PAR.

Water Main 6 Per Cent. Extension Bonds at 90.

IRA B. M'VAY & CO.,

Corner Fourth avenue and Smithfield street.

FINANCE AND TRADE.

FRIDAY EVENING, February 5, 1869.

The local money market has developed no feature differing materially from what has characterized it for several days past and for months. It is reported that customer paper is readily accommodated by the different banks, occasionally some solitaire obtains small discounts.

Local stocks have been comparatively quiet. Most of our dividend securities pay interest somewhat less than they actually yield, on account of the premium they bring.

The following stocks were sold last evening at the Commercial Sales Rooms, 68 Smithfield street, by A. McCleave, auctioneer:

Merchants' and Manufacturers' National Bank 60
Citizens' National Bank 50
Fourth National Bank 100
Pittsburgh gas company 17
Pittsburgh Petroleum company 1
Mechanic and Manufacturers' Insurance Co. 10
Hanover (Pa.) Cemetery 10

Government bonds are a trifles better to-day, yet the market is devoid of interest. Jay Cooke & Co., in their notice received by the House, May 6 & Co., quote as follows:

The gold market has been dull and declining, caused in anticipation of the government becoming a seller, and from the lack of speculative buying here made for the past two days. The sales to-day were only $1,000,000 by the government, and prices have been drooping with a tendency toward lower rates. Transactions at the counter have been light, and the little disposition to operate has been for small figures. The movement has been steadily local, which, for the past month, has kept up large prices, and up to the present time has been entirely devoid of outside support. We are not surprised at the continued weakness and the banks have been stiff and

Messrs. Jay S. Bailey & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

[Table illegible]

Prudential notes recovered much of the decline it suffered on the announcement that the Secretary of the Treasury cannot especially choose a method of redemption.

The following rates, made up from the prices current in E. W. Clark's Stock Rooms, Agents' Building, No. 56 Fourth avenue, are the quotations of Railway stocks, bonds, etc., at the various centres of the New York money market during the day:

[Table illegible]

A comparison between Saturday's and to-day's closing quotations shows the following changes:

[Table illegible]

The New York Tribune observes that the passage of the bill to restrict the sales of land in the railroads in Illinois has been used with good effect by the friends of the Illinois Central, who, upon reports manufactured that the President of the road had ordered, and was about to move the country, has been able to keep the stock depressed. It is probable that the most decisive effect is to be secured when the large mass of earnings from the last fall is made manifest. The fact is that the Northwestern road is not slightly affected by the operations of the bill. The earnings of the road for the year 1868 will be $6,000,000 as compared with $5,000,000 in 1867, or an average rate of 7½ per cent. on the capital stock. The Illinois Central, on the contrary, would suffer to the extent of its earnings from the lands, which are not enough to pay dividends on its bonds. The lands have not yet been sold, but the earnings from them are in the hands of the company, and the completion of things as a matter of course. There are more of a profitable character than the management of the Pacific railroads. Road bed, equipment and condition of bridges leaves much to be desired. The road is in the hands of a receiver, and the interests of the bondholders are represented by a committee of gentlemen of great ability. The road has been completed to the amount of $5,000 per mile, and the bonds issued to that amount comprise one-fourth of the entire issue. The company could not, therefore, be compelled to pay interest on the bonds, and the only way in which the bondholders could get their money would be by the sale of the property. The bondholders' committee have, therefore, come to the conclusion that the best thing to do is to buy the property themselves, and they have accordingly issued a circular to the bondholders, asking them to deposit their bonds with a view to the purchase of the property. The bonds will be received at par, and the committee will pay the interest on the bonds from the time of deposit. The committee have not yet made their offer, but it is understood that they will offer to pay the bondholders $1,000 in cash for each bond deposited, and will issue to them a new bond for $1,000, bearing 7 per cent. interest, and secured by a first mortgage on the property. The bonds thus issued will be limited to $5,000 per mile, and the interest will be payable in gold

The Daily Commercial.

CITY MATTERS.

CITY COUNCILS.

Election of Councilmen of the Fifth Ward Postponed Company Ignite Excited Meeting of Liberty Street Tow Boys in the Liberty and Wood Stations of the Allegheny and Monongahela Passenger Railways—The Rights of the Public—The Decision of the Supreme Court—The Municipal Indebtedness—Common Council Meeting—Other City Councils, &c., &c.

SELECT COUNCIL.

CITY CLERK'S OFFICE, Pittsburgh, Feb. 3, 1869.

To the Select and Common Councils of the City of Pittsburgh:

GENTLEMEN: I have the honor to inform you that the election for Councilmen in the Fifth Ward, on the 2d inst., was postponed on account of the inclemency of the weather, and will be held on Tuesday, the 9th inst., between the hours of 7 A. M. and 7 P. M., at the usual places of holding elections in said ward.

Respectfully yours,

WM. McCLELLAND, City Clerk.

Mr. BROWN moved that the communication be received and placed on file.

Mr. SCULLY moved to amend by adding that the Clerk be instructed to issue a writ of election for the Fifth Ward.

Mr. BROWN accepted the amendment, and the motion was agreed to.

Mr. BROWN moved that the Finance Committee be instructed to report a bill for the payment of the Fifth Ward election.

Mr. SCULLY moved to amend by inserting the sum of $100.

Mr. BROWN accepted the amendment, and the motion was agreed to.

Mr. SCULLY offered the following resolution:

Resolved, That the Finance Committee be instructed to report a bill for the payment of the Fifth Ward election.

Mr. BROWN moved to amend by inserting the sum of $100.

Mr. SCULLY accepted the amendment, and the motion was agreed to.

Mr. BROWN moved that the Finance Committee was really the proper committee, as they had made inquiries and examinations in relation to the accounts of the different officers of the corporation.

Mr. SCULLY stated that the Finance Committee had examined some of the roads but those that had been purchased.

Mr. BROWN moved to amend by appointing a special committee of three from Select and three from common Council be appointed to examine the accounts of the city officers.

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